

accept Lafone's (who is one of the leading Wharfingers) suggestion, that is, six-pence an hour to be the minimum, and other concessions. Seven hundred strikers resumed work this morning. The men on the other wharves will of necessity follow suit.

Details of the accident to the Shah's train in Russia have just been received. The train was derailed while on the top of the embankment. The Shah jumped out to save himself, and fell into an expanse of mud, in which he was considered to be in momentary danger.

Mr. Lafone, the head of a leading firm of Wharfingers, has conceded the terms asked for by the Dock Labourers. The Strike Committee have authorised the men, with the exception of the lightermen, to resume work to-day on whatever terms are offered.

A Royal Warrant has been issued reducing the number of General Officers in conformity with Mr. Stanhope's scheme. After the reduction, the maximum number will be General, with three Generals of the Indian Staff Corps, twenty-five Lieutenant-Generals, and eighty-eight Major-Generals, including those of the Indian Staff Corps. Until December, 1890, all the establishments of General Officers will remain unchanged.

RAILWAY PROGRESS IN CHINA.

Regular four miles auster has been the policy of the Chinese in railway matters, and the iron-road is once more in full bloom. The resolution to proceed with railway works has been for some time firmly established in the Imperial Council, but for reasons alluded to in our last week's issue the necessary precautions, as for an army entering an unknown country, have caused delay in the execution of the project. Now all objections having been considered, and trusty men put in charge of the enterprise, the Government has ordered a rapid forward movement. The line from Lu Kow-ching, which is practically from Keking to Hankow, is to be proceeded with at once, and an Imperial Edict authorizing the proposal made by the Admiralty has already been issued. The northern section of the line will be under the supreme responsibility of the Viceroy Li, the Managing Director, to call them, being Chou Fu, former Hui-kwan Taoist of Tientsin, and Pan, formerly Director of the Eastern Arsenal. The middle, or Honan section, will be under the Futai Ni. The southern section will be under the responsibility of the Viceroy Chang, and as the whole scheme is based on his memory and has been viewed askance by the only Chinese officials who have had any experience, more than his share of the burden will probably be thrown on him. For one thing, the raising of funds is not unlikely to be left to a large extent in his hands, and it will perhaps afford some grim satisfaction in certain quarters to see this stern denouncer of foreign aid obliged, as a first step, to negotiate a foreign loan, thus admitting the failure of his own crude financial scheme before it has even been tried.

The position of the railway question in China becomes more and more interesting, and already it is sufficiently advanced to afford a retrospect, which may furnish some data for forecasting the future history of railway work. It may be noted in passing, that persuasion is no longer needed to convince the Imperial Government of the necessity for railways; they are red-hot on the subject, and it is rather the skid on the coach wheels than the whip applied to the flanks of the horses that will be required for the next ten years. The Imperial Government have grown accustomed to homilies from all quarters on the advantages of railways, and the missionaries of progress might have dropped out their platitudes for another generation without containing the slumbers of the Palace. But what all the preachers in the world would not accomplish has been effected by the action of a distant power. The true father of Chinese Railways is named Annenkoff.

The progress of the northern railway system, though not rapid, has been varied by incidents which bring into view the personalities and the influences which may be expected to operate in the further development of the enterprise. The short line between the Tientsin colliery and the Lutai Canal, the real embryonic cell of the railway organism, involved no principle beyond that of the use of steam on dry land. But what was an appanage of the colliery merely. But when the extension of the line to Lutai, a further length of 23 miles, making a total of 30 miles, was determined on, the question of funds came in. At that time the Tientsin colliery was not in such a flourishing financial condition as it is now, and the Directors were reluctant to incur fresh liabilities. At this juncture personal considerations played, as always in China, a prominent part. The most ambitious official in the province of Chihli was and is Chou Fu, and those of our readers who have a file of *The Chinese Times* will find his characteristics described in the number of May 18th. It was the policy of Chou Fu to make himself continuously necessary to the Viceroy by stepping into every breach, and in particular by keeping himself in the van of progress. So when difficulties were experienced in giving effect to the Viceroy's desire to push on the Lutai Railway, Chou Fu, who had sufficiently enriched himself during his occupancy of the Customs Taoistship of Tientsin, came boldly forward and invested his own funds in the new railway. This was an act of faith and courage which fully bears out the estimate we formed of Chou Fu's character and policy; and he has been amply justified in the result. The Lutai section was scarcely made when the extension to Peh-tang, then to Taku, and finally to Tientsin was ordered. The increased dimensions of the enterprise, and the impossibility of raising share capital, necessitated a loan, which was negotiated by H.E. the Viceroy, and the amount was fixed so as to cover the cost of the whole line, so that Chou Fu was able out of the proceeds to recoup himself in his somewhat venturesome outlay. The loan being made, however, and the railway opened, it was soon found to be a losing concern. The net earnings, if the provided for the interest on the loan, certainly did not meet, and the outlook for the repayment of the borrowed capital was by no means bright. Hence arose the pressure for an extension of the railway into a paying district, and that was the true motive for rushing the Tientsin-Tung-chow line.

Now, however, for the first time serious opposition was met with. The Tientsin-Tientsin section is being carried through without difficulty, because there were practically no vested interests interfered with, and because the whole district is so entirely under military occupation that the prestige of the Government is sufficient to repress any disposition to give trouble. The Tung-chow extension was of a different character. At the Tientsin end the line would have to be carried through densely occupied ground, where the interests of thousands of people were affected. The traffic, too, threatened a whole army of boatmen and carriers, and as we have seen, the various elements of the opposition found a voice potential in Peking, which, in fact, arrested the progress of the railway. There was no such serious difficulty as to have really stopped the work had the President of the Hui-kwan Yamen been, as determined as the Viceroy Li and the Marquis Tsing. But a certain point was gained by the mere agitation. The sanction and subsequent abandonment of the Tung-chow scheme enabled the Viceroy to exact, by way of compensation, the adoption by the Peking Government of the Railway Loan which he had made for the Tientsin-Tung-chow line.

section, and hence forth both the Viceroy and his principal lieutenant, Chou Fu, stood, to use a slang expression, "on velvet."

The sequel to the abandonment of the Tung-chow line was the call by the Imperial Government for reasons by the Maritime Viceroys and Governors of Provinces affected on the general question. And here the restless and incisive pen of the redoubtable Chang-Chih-tung has played a most important part. For, though his apprehension of affairs, especially foreign affairs, is probably inferior to that of an average Taoist, and his proposal sayours of the mild seclusion of the literate,—poetical, theoretical, and almost childish,—yet such is his reputation and real power of this scholar, that his memorial has carried the day against all others, notably that which is in all official respects superior to it, the memorial of Huang, the Governor of Kiangsu.

The memorial of Chang-Chih-tung, however, is a masterpiece of political finesse, a stronger card in China than knowledge of practical affairs. Like the memorials by which M. Thévenet used to tickle the Viceroy, Chang's plays on the prejudices and the weaknesses of those in power. The Imperial Government, represented in this question by the Seventh Prince, had set its heart on railways; therefore, railways it should have. On the other hand, a powerful faction in the capital had opposed the innovation on specific grounds, and it was necessary to conciliate this party also. Much may be effected in China by a stroke of the pen, and the accomplished wielder of that instrument could hardly have found a more congenial problem on which to exercise it. The objections of the reactionaries against the construction of the Tientsin-Tung-chow line are gracefully ceded to, and that line is unreservedly condemned by Chang-Chih-tung, who, however, proposes a substitute to connect Tientsin with the capital by way of Peking Fu, at least five times the distance. The trunk line which Chang-Chih-tung proposes from Hankow to Lu Kow-ching, and which all the obstacles imposed by the Censors, and the pill is skillfully guided by the specious argument that Chinese resources are to be utilized in the construction of the line, both the capital and the material being furnished by the country itself. His plan for raising the funds by contributions from the various interested provinces was about as feasible as that for extracting iron from Chinese ore for the manufacture of steel rails; and both dropped out of sight the moment the scheme received the Imperial sanction.

This political trick is common to all countries. One party succeeds to power by promising heaven and earth, and the other does exactly what the party deposed had been doing. This is Chang-Chih-tung's case. But there are many difficulties in the way more serious than the raising of funds and the purchase of material, and something more than literary artifice will be required to overcome them. The real opposition of the populace, gentry, and officials has not yet been tested, for the Tung-shan line traverses a sparsely populated country, where the military forces of the Viceroy dominate everything. The "Great Western" as it has been rather happily named by the *N. C. Daily News*, will pass through the turbulent populations of Southern Chihli, Honan, and Hubei, where especially in Honan, foreigners and foreign things are held in cordial detestation. The line is not a commercial, nor even a strategic one, but rather a line of least resistance—in inception; it can never, until a revolution has been effected by its means, be remunerative. It is a wise prescience doubtless which moves the older Viceroy to leave the burden of his own creation on the shoulders of his more ambitious, but less experienced colleague.—*Chinese Times*.

THE SECOND STAGE OF THE Second Competition will be held on SATURDAY, the 23rd instant, at 2.45 P.M., commencing at 9.00 A.M. Entries for this Stage close on FRIDAY next, the 22nd instant, at 5 P.M. Entrance Fee 30 cents.

The Members are hereby notified that the Range will not be open for practice on TUESDAY and WEDNESDAY next, the 24th and 25th inst.

A. SHELTON HOOPER, Hon. Secretary, Hongkong, 21st September, 1889. [1175]

NOTICE.

THE BAND OF the Arroll and Sutherland Highlanders will, by kind permission of Colonel CHATER and OFFICERS, PLAY at the Ladies' Recreation Ground (weather permitting), on WEDNESDAY, the 25th inst., from 4.30 to 6.30 O'CLOCK.

G. M. C. F. HIRST, Hon. Sec., Hongkong, 23rd September, 1889. [1177]

WANTED.

FOR THE Hongkong Telegraph, a CAPABLE SHORT HAND REPORTER, who is a smart paragraphist and reliable proof-reader. Apply, with full particulars, to THE EDITOR, The Hongkong Telegraph, Hongkong, 31st July, 1889.

NOTICE.

HONGKONG CRICKET CLUB.

THE Ground is now open for practice and Lawn Tennis.

Gentlemen desirous of proposing New Members will find Lists for that purpose in the Hongkong Club and Cricket Pavilion.

A. K. TRAVERS, Hon. Secretary, H. K. C. C.

Hongkong, 20th September, 1889. [1168]

SHANGHAI LAND INVESTMENT COMPANY, LIMITED.

SUBSCRIBED CAPITAL.....£1,000,000
CAPITAL PAID-UP.....£1,000,000

BOARD OF DIRECTORS:
J. S. PURDON, Esq., Chairman, of Messrs. MATTHEW & CO.
H. R. HEARN, Esq., of Messrs. ALFRED DENT & CO.
E. J. HOGG, Esq.
JOHN WALTER, Esq., Manager the HONGKONG AND SHANGHAI BANKING CORPORATION.

A. G. WOOD, Esq., of Messrs. GIBB, LIVINGSTON & CO.

BANKERS:
THE HONGKONG AND SHANGHAI BANKING CORPORATION.

LOANS made on MORTGAGE ON LAND, BUILDINGS, &c.

PROPERTIES bought and sold.
ESTATES MANAGED and all kinds of LAND AGENCY and COMMISSION business conducted.
GIBB, LIVINGSTON & CO., Agents.

Shanghai, 19th July, 1889. [1138]

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RESERVE FUND.....1,500,000

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Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.

A. SHELTON HOOPER, Secretary.

Victoria Buildings, Hongkong, 2nd May, 1889. [1132]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

CONSIGNEES OF CARGO per Steamship "JAPAN" are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 30th inst. will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 28th inst.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & CO., Agents.

Hongkong, 23rd September, 1889. [1178]

Advertisements.

ZETLAND LODGE.

No. 525.

AN EMERGENCY MEETING of the above named Lodge will be held in FREEMASONS' HALL, Zetland Street, THIS EVENING, the 23rd instant, at 8.30 for 9 O'CLOCK precisely. Visiting Brethren are cordially invited.

Hongkong, 23rd September, 1889. [1171]

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCHOW. THE Company's Steamship

"HAIPHONG" Captain Harris, will be despatched for the above Ports, on WEDNESDAY, the 25th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARRAIK & CO., General Managers.

Hongkong, 21st September, 1889. [1176]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE. THE Company's Steamship

"CHANGSHA" Williams, Commander, will be despatched as above on MONDAY the 30th inst.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon and Cabin are situated forward of the engines. Second Class Passengers are Berthed in the Port. A Refrigerating chamber ensures the supply of fresh provisions during the entire voyage. A duly qualified Surgeon is carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1889. [1175]

HONGKONG RIFLE ASSOCIATION.

THE KWONG KWAN YEEN CUPS.

THE Second Stage of the Second Competition will be held on SATURDAY, the 23rd instant, at 2.45 P.M., commencing at 9.00 A.M. Entries for this Stage close on FRIDAY next, the 22nd instant, at 5 P.M. Entrance Fee 30 cents.

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Hongkong, 23rd September, 1889. [1178]

Intimations.

THE SHARE LIST CLOSES ON THE 25TH INSTANT, AT 3 P.M.

THE HONGKONG LIME AND CEMENT WORKS, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES 1861-1886.

CAPITAL.....\$250,000
DIVIDED INTO 50,000 SHARES OF \$5 EACH.

Payable \$1 on application, \$1 on allotment. Balance as required, at one month's notice. One half of the Shares is held by the Directors and their friends and will be allotted in full; the remainder are now offered for public subscription in Tonkin and Hongkong.

DIRECTORS:
A. LIEBARD, Esq., of A. R. MARTY, Esq.
H. F. HAYLLAR, Esq., C.E.
C. GRANDJEAN, Esq.
CHEONG KAI, Esq.
FUNG WA CHUN, Esq.
LO TSUN HING, Esq.
A. H. RODDY, Esq.
C. VEZIN, Esq.

Join after allotment.

BANKERS:
THE NEW ORIENTAL BANK CORPORATION, LIMITED.

SOLICITORS:
Messrs. CALDWELL & WILKINSON, Hongkong.

P. DEVAUX, Esq., Haiphong.

CONSULTING ENGINEER:
H. F. HAYLLAR, Esq.

GENERAL AGENT:
A. R. MARTY, Esq., Haiphong and Hongkong.

SECRETARY AND OFFICE:
J. A. BARRETTO, Esq., 2, D'Aguilar Street.

PROSPECTUS.

THIS Company is formed to purchase and enlarge the Cement Works known as the "Société Française de Fabrication des Ciments & Chaux Hydrauliques & Produits Chimiques du Tonquin" situated at Hongay.

The property is held under a concession from the French Government and is of 60 acres in area with sea frontage and is admirably situated, having an approach where vessels of any size can anchor easily. There is also practically inexhaustible supply of lime and other materials required for cement making on the spot. Coal, the principal item, is to be had near and cheap. As a matter of fact veins of coal have been discovered on the property to be purchased by this Company. It may be stated that the Charbonnages du Tonquin's property is immediately opposite that of this Company.

Highly satisfactory reports on the cement and hydraulic lime have been given by the French Government and local authorities here, and these can be seen at the offices, where samples also may be had. Samples are now being submitted to the Government for approval. Whilst the Cement is considered as good as that supplied by the Green Island Company, as regards cost it is cheaper.

The cost price is \$1.25 a cask in Haiphong and \$1.50 here. It can be sold in Indo China for about \$5.20 a cask and in Hongkong at \$3.50.

Without taking into consideration the Hongkong market, there is consumed in Indo China alone, according to official reports, 22,000 casks per annum.

There are no legal objections to an English Company working the concession, with its Head office in this colony.

The purchase money has been fixed at \$83,000, of which \$25,000 is taken in shares.

This includes a large stock of raw material, coal, cement, lime and bricks. Should the Company at any time increase its capital, one fully paid up share is added to the purchase money for every ten shares issued. With the present capital the Company will be able to turn out 50,000 casks of cement a year, as well as hydraulic lime, fire bricks &c., in large quantities.

The following contracts have been entered into:

(1) Contract dated 27th July 1889 between C. VEZIN of the one part and ARTHUR B. RODDY of the other part.

(2) Contract dated 6th August 1889 between ARTHUR B. RODDY of the one part and J. A. BARRETTO as Trustee on behalf of the Company of the other.

These together with the Memorandum and Articles can be seen at the Solicitor's office.

Applications for shares must be made on the printed form, and forwarded to the Bankers (where share forms may be obtained) together with the amount payable on application.

Hongkong, 20th September, 1889. [1167]

SHOOTING GALLERY.

AT NO. 35, WELLINGTON STREET, under the UNION CLUB.

Opened from 10 A.M. to 1 P.M., and from 3 to 12 P.M.

Hongkong, 9th September, 1889. [1022]

MRS. BOHM'S PRIVATE BOARDING RESIDENCE will be in future conducted under the name of WINDSOR HOUSE.

WINDSOR HOUSE, No. 3, Queen's Road Central.

PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers first class accommodation to Residents and Travellers, has a spacious Dining Room, and a large number of well furnished bed rooms with all comforts. A good table kept.

Table d'hôte—Breakfast, 8.30 A.M.; Tiffin, 1 P.M.; Dinner, 7.30.

Board by the month, day, or single meals, at reasonable rates.

Arrangements can be made to serve meals in gentlemen's quarters.

Continental languages spoken.

Mrs. BOHM, Proprietrix.

Hongkong, 28th August, 1889. [1052]

NOTICE.

M. R. NG SUI-SHANG begs to announce that in compliance with a suggestion made to him by Mr. MITCHELL-INNES, he has now opened an AGENCY for the supply of CHAIR COOLIES at 4, Gough Street, 1st Floor, and is prepared to supply them on the conditions and at the rates mentioned in Mr. Mitchell-Innes' circular, copies of which can be had on application to the Agency. He trusts that the Agency may be the means of putting an end to the present unsatisfactory state of affairs by supplying Masters with Good Coolies, and at the same time affording the latter regular employment.

N.B.—The Agency will also be prepared to supply Janikahs and House Coolies if desired.

Hongkong, 28th August, 1889. [1073]

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Payable \$1 on application, \$

Commercial.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—178 per cent. premium, buyers.
 Union Insurance Society of Canton—\$100 per share, buyers.
 China Traders' Insurance Company—\$80 per share.
 North China Insurance—Tls. 330 per share, buyers.
 Canton Insurance Company, Limited—\$135 per share.
 Yangtze Insurance Association—Tls. 200 per share.
 On Tai Insurance Company, Limited—Tls. 150 per share.
 Hongkong Fire Insurance Company—\$384 per share, sellers.
 China Fire Insurance Company—\$85 per share.
 Hongkong and Whampoa Dock Company—68 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$40 per share, sellers.
 China and Manila Steam Ship Company—130 per share, sellers.
 Hongkong Gas Company—\$135 per share, sellers.
 Hongkong Hotel Company—\$210 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$40.
 Indo-Chinese Navigation Company, Limited—15 per cent. dis., sellers.
 Douglas Steamship Company—\$75 per share, sellers.
 China Sugar Refining Company, Limited—\$246 per share, sellers.
 Luzon Sugar Refining Company, Limited—\$30 per share, sellers.
 Hongkong Ice Company—\$111 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share.
 Hongkong Dairy Farm Co., Limited—\$14 per share, sellers.
 A. S. Watson & Co., Limited—\$31 per share, sellers.
 Chinese Imperial Loan of 1884 B—24 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—\$150 per share, nominal.
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.
 Panjom and Sunghee Dun Samanlian Mining Co.—\$17 per share, sellers.
 Hongkong and Kowloon Wharf and Godown Company—\$162 per share, buyers.
 Tongkin Coal Mining Co.—\$520 per share, sales and buyers.
 The Hongkong High-Level Tramway Co., Limited—210 per cent. prem., sellers.
 The East Borneo Planting Co., Limited—\$38 per share, sellers.
 The Sengat Koyah Planting Co., Ltd.—\$55 per share, buyers.
 Cruickshank & Co., Ltd.—\$40 per share, nom.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.
 The China-Horace Co., Ltd.—\$40 per share, buyers.
 The Hongkong Brick and Cement Co., Ltd.—\$18 per share, sellers.
 The Green Island Cement Co. (Old Issue)—\$45 per share, buyers.
 The Green Island Cement Co. (New Issue)—\$81 per share, nominal.
 The Hongkong Land Investment Co., Ltd.—\$126 per share, sellers.
 The Hongkong Electric Light Co., Ltd.—\$6 per share, buyers.
 Geo. Fenwick & Co., Limited—\$30 per share, buyers.
 The West Point Buildings Co., Ltd.—\$53 per share, buyers.
 The Peak Hotel and Trading Co., Ltd.—\$24 per share, sellers.
 The Labuk Planting Co., Ltd.—\$17 per share, buyers.
 The Jelabu Mining and Trading Co., Ltd.—\$64 per share, sellers.
 The Selama Tin Mining Co., Ltd.—\$4 per share, sellers.
 The Shamen Hotel Co., Ltd.—\$5 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—\$23 per share, buyers.
 The Hongkong Marine, Limited—25 per cent. premium, buyers.

OPIUM MARKET—THIS DAY.

OLD MALWA, per picul\$600
 (Allowance, Tael 80).
 NEW PATNA, (without choice) per chest\$517
 NEW PATNA, (first choice) per chest\$520
 NEW PATNA, (bottom) per chest\$527
 NEW PATNA, (second choice) per chest\$575
 NEW PATNA, (without choice) per chest\$507
 NEW PATNA, (bottom) per chest\$510
 NEW PATNA, (best quality) per picul\$500
 OLD PATNA, (best quality) per picul\$475
 OLD PATNA, (second quality) per picul\$475

MAILS EXPECTED.

THE FRENCH MAIL.
 The Messageries Maritimes Co.'s steamer *Oreus*, with the next French mail, left Saigon for this port on the 21st instant at 10 p.m., and may be expected here to-morrow.

THE AMERICAN MAIL.
 The P. M. S. S. Co.'s steamer *City of Sydney*, with mails, &c., from San Francisco to the 31st August, left Yokohama on the 20th instant at daylight, and may be expected here on or about the 26th.

THE CANADIAN MAILS.
 The Canadian Pacific steamer *Parthia*, with the Canadian mail, left Kobe on the 23rd instant for Shanghai and Hongkong.
 The Canadian Pacific steamer *Port Fairy*, with Canadian mails, left Vancouver on the 20th instant for Japan and Hongkong.

STEAMERS EXPECTED.

The 'Union' line steamer *Collingham*, from London, left Singapore on the 16th instant, and is due here on the 23rd.
 The P. & O. S. N. Co.'s steamer *Kashgar*, from Bombay, left Singapore on the 18th instant, and is due here on the 24th.
 The Ocean Steamship Co.'s steamer *Ajao*, from Liverpool, left Singapore on the 19th instant, and is due here on the 25th.

Shipping.

ARRIVALS.

AMOV, German steamer, 814, Th. Lehmann, 21st Sept.—Shanghai 18th Sept., General.—Siemssen & Co.
 PHRA CHULA CHOM KLAO, British steamer, 1,011, 21st Sept.—Bangkok 15th Sept., General.—Yuen Fat Hong.
 SUNGKIANG, British steamer, 994, G. H. Glas-son, 21st Sept.—Whampoa 21st Sept., General.—Butterfield & Swire.
 TRIUMPH, German steamer, 675, P. Moos, 22nd Sept.—Whampoa 22nd Sept., General.—Wiel & Co.
 KUTSANG, British steamer, 1,495, W. Young, 22nd Sept.—Wuhu 17th Sept., General.—Jardine, Matheson & Co.
 DIAMANTE, British steamer, 514, G. Taylor, 22nd Sept.—Manila 19th Sept., General.—Russell & Co.
 PALINURUS, British steamer, 1,536, Th. Jackson, 22nd Sept.—Liverpool 1st August, and Singapore 17th September, General.—Butterfield & Swire.
 HAIPHONG, British steamer, 1,122, Harris, 22nd Sept.—Fochow 19th Sept., Amoy 20th Sept., and Swatow 21st, General.—D. Laprak & Co.
 STELLA, American brig, 477, N. H. Ritch, 22nd Sept.—Newcastle, N.S.W., 1st August, Coals.—Adamson, Bell & Co.
 SOOCHOW, British steamer, 327, McIsaac, 22nd Sept.—Pakhoi, and Hoihow 21st Sept., General.—Chinese.
 ANCONA, British steamer, 1,888, W. D. Mudie, 21st Sept.—Yokohama 15th Sept., Mails and General.—P. & O. S. N. Co.
 BELLONA, German steamer, 2,037, C. Haesloot, 21st Sept.—Hamburg 10th Sept., and Singapore 17th Sept., General.—Siemssen & Co.
 JAPAN, British steamer, 1,865, T. S. Gardner, 23rd Sept.—Calcutta 7th Sept., Sept., Penang 14th, and 17th, Opium and General.—D. Sassoon, Sons & Co.

CLEARANCES AT THE HARBOUR OFFICE.

MIKE MARU, Japanese steamer, for Kutchinotzu, *Fake*, German steamer, for Bangkok, *Clara*, German steamer, for Haiphong, *Palmira*, British steamer, for Amoy, *Soochow*, British steamer, for Hoihow, *Irene*, American brig, for Valparaiso, *Sungkiang*, British steamer, for Swatow, *Haydn Brown*, British bark, for New York.

DEPARTURES.

September 21, *Titan*, British steamer, for Singapore, &c.
 September 21, *Fushun*, Chinese steamer, for Whampoa.
 September 22, *Alvine*, German steamer, for Hoihow.
 September 22, *Fokien*, British steamer, for Swatow, &c.
 September 22, *Glenagarry*, British steamer, for Shanghai.
 September 22, *Amoy*, German steamer, for Whampoa.
 September 22, *Tsinan*, British steamer, for Shanghai.
 September 23, *Mongkut*, British steamer, for Bangkok.
 September 23, *Falkenberg*, German steamer, for Bangkok.
 September 23, *Triumph*, German steamer, for Chefoo, &c.
 September 23, *Camorta*, British steamer, for Singapore, &c.

PASSENGERS—ARRIVED.

Per *Haiphong*, str., from Fochow, &c.—Mr. Balloch, and 205 Chinese.
 Per *Palmira*, str., from Singapore, &c.—176 Chinese.
 Per *Diamante*, str., from Manila.—Mr. Nicholas Font, and 80 Chinese.
 Per *Phra Chula Chom Kiao*, str., from Bangkok.—91 Chinese.
 Per *Amoy*, str., from Shanghai.—3 Europeans and 35 Chinese.
 Per *Soochow*, str., from Pakhoi, &c.—82 Chinese.
 Per *Ancona*, str., from Yokohama.—Sir G. W. Des Vaux and servant, Mr. and Mrs. Holmes, Mrs. Dods and 3 children, Mrs. Judd and servant, Mrs. Dewar, Mr. Fong, Mrs. Yoh and 2 children, Mr. and Mrs. Landels, Lieut. Woodcock, and Young, Messrs. Eastham, Reimer, Dods, Hewitt, Forsyth, Elias, Smith, Mrs. Armstrong, General Cunliffe, 1 European and 9 Chinese.
 Per *Bellona*, str., from Singapore, &c.—166 Chinese.
 Per *Japan*, str., from Calcutta, &c.—Rev. Mr. and Mrs. McComb, Mrs. T. S. Gardner, Mrs. Arrathoon, Miss Haddens, Messrs. T. A. Apar, Ross, Watson, and 345 Chinese.
 DEPARTED.
 Per *Tsinan*, str., for Shanghai.—2 Europeans.
 Per *Alvine*, str., for Hoihow.—30 Chinese.
 Per *Glenagarry*, str., for Shanghai.—3 Europeans.
 Per *Fokien*, str., for Swatow, &c.—100 Chinese.
 Per *Titan*, str., for Singapore, &c.—1 European and 353 Chinese.
 Per *Niam*, str., for Singapore, &c.—208 Chinese.

REPORTS.

The British steamship *Diamante* reports that she left Manila on the 19th instant. Had moderate north-east winds and fine weather.
 The British steamship *Kutsang* reports that she left Wuhu on the 17th instant. Had light southerly wind and fine weather throughout the passage.
 The German steamship *Bellona* reports that she left Hamburg on the 18th ultimo, and Singapore on the 17th instant. Had strong north-east wind from the Pacific.
 The German steamship *Amoy* reports that she left Shanghai on the 18th instant. Had calm and light variable winds with fine weather throughout; from Swatow increasing southerly well.
 The British steamship *Palmira* reports that she left Liverpool on the 1st ultimo, and Singapore on the 17th instant. Had fine weather with smooth sea and light south-west winds for 3 days, thence northerly and north-easterly winds to the end of the voyage.
 The British steamship *Phra Chula Chom Kiao* reports that she left Bangkok on the 15th instant. From Bangkok to Pulo Obi had light southerly wind. From Pulo Obi to Paracels had light variable wind. From there to port had moderate north-east winds and fine weather.
 The British steamship *Japan* reports that she left Calcutta on the 7th instant, Penang on the 14th, and Singapore on the 17th. After leaving Singapore experienced light northerly winds with light showers of rain up to Macleod field Banks; thence to arrival had moderate north-east monsoon and fine weather.
 The British steamship *Haiphong* reports that she left Fochow on the 19th instant. Had light north-east winds and fine weather to Amoy. Left Amoy on the 20th. Had light variable winds and hazy weather with smooth sea to Swatow. From Swatow to port had light north-east winds and clear weather with smooth sea. In Fochow, the steamship *Changsha*, 'In Fochow, the steamship *Chang Hye Tung*, 'In Swatow, the steamships *Neuchwang*, *Tamul*, *Chow*, and *China*.

Post Office.

A MAIL WILL CLOSE.

For Amoy and Manila.—Per *Diamante*, to-morrow, the 24th instant, at 3.30 P.M.
 For Singapore, Java, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, and Adelaide.—Per *Catterthun*, to-morrow, the 24th instant, at 3.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.

AMIGO, German steamer, 734, T. A. Bruhn, 20th Sept.—Singapore 13th Sept., Timber.—Wiel & Co.
 ANTON, German steamer, 336, T. Eggerts, 14th Sept.—Hilo 11th Sept., General.—Wiel & Co.
 ARABIC, British steamer, 1,368, W. M. Smith, 17th Sept.—San Francisco 22nd August, and Yokohama 11th Sept., Mails and General.—O. & O. S. S. Co.
 ASAGAO, Japanese steamer, 1,568, N. Trenat, 21st Sept.—Nagasaki 16th Sept., Coals General.—Mitsui Bishi Colliery.
 ASHINGTON, German steamer, 809, Zindel, 20th Sept.—Saigon 16th Sept., Rice.—Siemssen & Co.
 BATAVIA, British steamer, 1,664, J. C. Williams, 15th Sept.—put back. Mails and General.—Adamson, Bell & Co.
 CATERTHUN, British steamer, 1,406, J. W. B. Darke, 16th Sept.—Sydney 23rd August, Keppel Bay 1st Sept., Townsville and Cairns 3rd, Cooktown 3rd, and Thursday Island, General.—Russell & Co.
 CHINA, German steamer, 1,093, P. Haye, 19th Sept.—Saigon 14th Sept., General.—Wo Kee.
 CHINGTO, British steamer, 1,439, A. Hunt, 20th Sept.—Kobe 15th Sept., General.—Butterfield & Swire.
 CLARA, German steamer, 674, Christensen, 20th Sept.—Haiphong 18th Sept., General.—Siemssen & Co.
 DIAMOND, British steamer, 1,030, J. Wilson, 12th Sept.—Amoy 10th Sept., General.—Ban Mob.
 FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.
 GUTHRIE, British steamer, 1,484, H. Craig, 19th Sept.—Sydney 29th August, Newcastle 1st Sept., Cooktown 6th, and Thursday Island 8th, Coals.—Russell & Co.
 MIKE MARU, Japanese steamer, 2,280, E. Sammers, 20th Sept.—Kutchinotzu 15th Sept., Coals.—Mitsui Bussan Kaisha.
 PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.
 TAILIE, German steamer, 828, Schuldi, 12th Sept.—Wladivostok 4th Sept., Timber.—Wiel & Co.
 VEL X, German steamer, 753, H. Johannsen, 20th Sept.—Manila 17th Sept., Ballast.—Ed. Schellhaas & Co.

SAILING VESSELS.

ADOLPH, German bark, 867, Westergaard, 19th Sept.—Hamburg 10th May, General.—Amold, Karberg & Co.
 ALICIA, Hawaiian bark, 607, J. Brodburst, 16th August.—Albany, West Australia, 10th July; Sandanwood.—Order.
 AMPHITRITE, German ship, 1,814, A. Bower, 1th July.—Cardiff 6th March, Coal.—Order.
 AUSTRALIA, British bark, 9, Wm. Harris, 11th June.—Manila 31st May, Ballast.—Order.
 CHARDOR, American ship, 1,379, D. S. Goodell, 28th June.—San Diego, Cal., 18th April, Ballast.—Russell & Co.
 COMET, German ship, 1,663, R. Krippner, 21st July.—Cardiff 15th March, Coal.—Melchers & Co.
 CONQUEROR, American ship, 1,540, A. D. Lothrop, 17th June.—Anjer 1st June, Ballast.—Rever, Brockelmann & Co.
 ERKOLANO, Chinese bark, 457, Opium Examination bulk, Stoneworkers' Island.—Chinese Customs.
 GOLIAH, Siamese bark, 542, Jas. Kent, 16th August.—Bangkok 22nd August, Rose Wood.—Chinese.
 GUSTAV OSCAR, German bark, 1,352, M. Lee-Mann, 4th July.—Cardiff 25th Feb., Coal.—Melchers & Co.
 HARVEST QUEEN, British ship, 2,020, E. A. Forsyth, 16th August.—New York, and Singapore 22nd August, Kerosene Oil.—Russell & Co.
 HAVEN BROWN, British bark, 821, C. H. Havener, 21st July.—Hilo 12th July, Ballast and Sapanwood.—Captain.
 IRENE, American brig, 467, James W. Yates, 11th July.—Newcastle, N.S.W., 10th May, Coal.—Geo. R. Stevens & Co.
 JOSEPHUS, American ship, 1,470, T. M. Rogers, 13th June.—Newcastle, N.S.W., 16th April, Coal.—Butterfield & Swire.
 KITTY, British bark, 802, H. Wilson, 30th Aug.—Portland, Oregon 9th July, Lumber.—D. Musso & Co.
 LADY HAREWOOD, British bark, 382, Williams, 15th Sept.—Honolulu 24th July, General.—Chinese.
 MAUNA LOA, British bark, 1,071, A. Douglas, 28th August.—Saloon 21st August, Ballast.—Siemssen & Co.
 MOBEL, American bark, 750, Snow, 19th Sept.—Newcastle, N.S.W., 11th July, Coal.—Adamson, Bell & Co.
 OKMOA, British bark, 480, Brown, 22nd August.—Yokohama 4th June, Ballast.—Order.
 REPORTER, American ship, 1,286, J. Spalding, 30th August.—Newcastle, N.S.W., 11th July, Coal.—Order.
 ROBERT S. BERNARD, British bark, 1,200, M. J. C. Andrews, 15th August.—Newcastle, N.S.W., 29th June, Coal.—Adamson, Bell & Co.
 SELWITCH, American ship, 1,289, Chas. H. Tabbot, 15th August.—N.S.W., May 21st, Coal.—Captain.
 SUMATRA, British bark, 740, John Reid, 18th Sept.—Newcastle, N.S.W., 24th June, Coal.—Adamson, Bell & Co.
 TARAPACA, British bark, 495, H. Kennett, 19th Sept.—Sandakan 4th Sept., Timber.—Gibb, Livingston & Co.
 VIOLANT, American ship, 1,723, Wm. H. Gould, 22nd July.—Amoy 30th June, Kerosene Oil.—Russell & Co.

KOWLOON HOTEL.

J. C. L. ROUGH, MANAGER.
 WINE AND SPIRITS of the best quality. ENGLISH & AMERICAN BILLIARD TABLES, BOWLING ALLEYS, TENNIS LAWN.
 (Hongkong, 21st January, 1889.) [114]

FOR SALE.

AT THE PEAK.
 "BROCKHURST" AND SURROUNDING LAND, COMPRISING R. B. L. No. 1.
 THE HOUSE which is substantially built, has recently been enlarged, and commands one of the finest views in the Colony. The site is sufficiently large to allow of several other houses being built thereon.
 For full particulars, apply to THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
 (Hongkong, 22nd August, 1889.) [103]

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Collingham	London	September 23rd	Russell & Co.
Oxus	Marseilles	September 24th	Messageries Maritimes
Kashgar	Bombay	September 24th	P. & O. S. N. Co.
Ajao	Liverpool	September 25th	Butterfield & Swire.
City of Sydney	San Francisco	September 26th	Pacific Mail S. S. Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING
London, &c., via Suez Canal	Clyde	P. & O. S. N. Co.	Sept. 25th, at noon.
London (direct)	Bombay	P. & O. S. N. Co.	Oct. 15th.
Marseilles, via Saigon, &c.	Irakoudy	Messageries Maritimes	Sept. 26th, at noon.
Haar, London, &c.	Flintshire	Adamson, Bell & Co.	About Sept. 24th.
Bremen, via Ports of Call.	Bayern	Melchers & Co.	Sept. 25th, at 4 p.m.
New York, via Suez Canal	Albany	Adamson, Bell & Co.	Oct. 9th at 1 p.m.
San Francisco, via Y'hama	Arabic	Pacific Mail S. S. Co.	Sept. 28th, at noon.
Vancouver, B.C., via K., &c.	Port Augusta	O. & O. S. S. Co.	Sept. 26th, at noon.
Port Darwin, &c.	Chingto	Butterfield & Swire	Sept. 25th, at noon.
Sydney, Melbourne, &c.	Changsha	Russell & Co.	September 30th.
Sydney, Melbourne, &c.	Catherthun	Russell & Co.	To-morrow, at 4 p.m.
Calcutta, via Straits	Guthrie	Russell & Co.	Sept. 27th, at 4 p.m.
Yokohama, via Nag., &c.	Japan	D. Sassoon, Sons & Co.	Sept. 27th, at noon.
Ancona	Ancona	Messageries Maritimes	About Sept. 26th.
Oxus	Oxus	Butterfield & Swire	September 27th.
Shanghai, via Amoy	Ajao	Russell & Co.	To-morrow, at 4 p.m.
Manila, via Amoy	Diamante	Russell & Co.	Sept. 25th, at 10 a.m.
Coast Ports	Haiphong	Douglas Laprak & Co.	

Intimations.

INTIMATION.
J. F. Blackhead & Co.,
 SHIP-CHANDLERS, SAIL-MAKERS,
 AND
 PROVISION MERCHANTS.
 NAVY CONTRACTORS,
 AND
 GENERAL COMMISSION AGENTS
 No. 11, Praya Central.
 (Opposite Paddar's Wharf).
SOLE AGENTS
 FOR
RAHTJEN'S
GENUINE
COMPOSITION
 FOR
 THE BOTTOMS OF IRON SHIPS.
 HARTMANN'S GREY PAINT, specially manu-
 factured for coating the inside of STEEL SHIPS.
 CARBOLINEUM AVENARIUS
 PRESERVATIVE AGAINST
 ROTTING, DECAY, &c., OF WOOD.



SAPOLIO.
 ENOCH MORGAN'S SON'S
 SAPOLIO
 OR GENERAL CLEANING PURPOSES.

CHR. MOTZ & Co., BORDEAUX CLARETS.
 MAX HAASEN'S FRANKFURT ON M.
 CONSERVED MEATS.
 VEGETABLES AND FRUIT.
 CEMENT from the celebrated Factory of Hem-
 mor.
 SWEDISH TAR and OREGON PINE
 LUMBER.
 FLENSBURG STOCKBEER
 ENGINEERS' and BLACKSMITHS'
 MACHINERY and TOOLS.
 EVERY KIND OF
 SHIP'S STORES and REQUISITES
 ALWAYS IN STOCK
 AT
REASONABLE PRICES.
 ALL KINDS OF
COALS
 SUPPLIED AT THE SHORTEST NOTICE.
 Hongkong, 26th June, 1889. [82]

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS
 are respectfully informed that, if upon their arrival in this Harbour some of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.
 In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.
 D. GILLIES, Secretary.
 Hongkong, 25th August, 1889. [24]

CANTON.
 THE NEW ORIENTAL HOTEL,
 (FORMERLY THE CANTON HOTEL),
 Opposite the Steamboat Company's Wharf.

THIS HOTEL, which has been partially rebuilt and thoroughly renovated, and now offers the best accommodation for tourists and visitors to Canton, will be opened on the 20th instant.
 A first class table kept, with WINES, SPIRITS, etc., of the best quality only, and the charges are extremely moderate.
 A WELL FURNISHED BILLIARD ROOM.
 A. F. DO ROZARIO, Manager.
 Canton, 11th June 1889. [723]

NOTICE.
 THOMAS KERR & Co.
 ENGINEERS, BOILER-MAKERS, AND CONTRACTORS.
 YAU-MA-TI ENGINEERING WORKS, Kowloon.
 Hongkong, 6th June, 1889. [703]

Intimations.

LOST.

THE UNDERTAKING 100 SHARES OF THE HONGKONG AND SHANGHAI BANKING CORPORATION, being the Property of the undersigned, having been LOST, the Public are warned against negotiating same.
 Certificate in name of Srip No. Nos. of Shares.
 3465/6,
 4645/52,
 21341/55,
 14189/92,
 51692/712.

50 Shares, L. Mendel, B. 2071
 10 Shares, W. D. Spence, B. 2099—3280/3282.
 25 " Do. B. 2134—5390/23,
 57342/46,
 1406/10.

15 Shares, W. H. Gaskell, B. 2269—27918/27932.
 H. N. MODY.
 Hongkong, 9th September, 1889. [122]

NOTICE.

HONGKONG HOTEL.

THE MAGNIFICENT ROOMS in the NEW WING, are now open and afford increased Accommodation for Private Tiffin and Dinner Parties, Balls, Public Meetings, &c., &c. The Hotel supplies Picnic and Shooting Parties with every requisite at the shortest notice, and on most moderate terms. The Hotel also offers to its Constituents and Supporters the best Wines, Spirits, Liqueurs, Stores, &c., &c., specially selected by its Representatives in London and on the Continent of a quality and at prices that distance Competition.
 For prices list and particulars, Apply to
 C. M. ROBERTS, Manager.
 Hongkong, 2nd September, 1889. [1086]

NOTICE TO THE PUBLIC.

DURING the Paris Universal Exhibition of 1889, the Office of the 'HONGKONG TELEGRAPH' will be kept at the Office of our correspondents, Messrs. AMADEE PRINCE & Co., 36, Rue Lafayette, and also at the Pavilion of the Republic of Guatemala in the Exhibition, which may be consulted at any time by visitors from the Far East.
 Subscribers to this journal may have their letters, papers, &c., addressed to the care of Messrs. AMADEE PRINCE & Co., whose services will be placed at the disposal of all inquirers.
 Hongkong, 11th March, 1889. [318]

FOR SALE, WHOLESALE AND RETAIL.
WATERBURY WATCHES,
 the Handiest, Cheapest, and Best
 Time-keepers Invented.
 \$3 PRICE THREE DOLLARS EACH \$3
 REPAIRS NEVER EXCEED 50 CENTS
 for each Watch.
 Orders from Outports to be accompanied with Remittance for Cost.
 THE MITSUI BUSSAN KAISHA,
 (Sole Agents in Japan and China
 for the Sale of the above Watches),
 10, QUEEN'S ROAD CENTRAL,
 Opposite Marine House.
 Hongkong, 20th August, 1889. [1047]

CHS. J. GAUPP & CO.
 CHRONOMETER, WATCH, and CLOCK-
 MAKERS, JEWELLERS, SILVER-
 SMITHS, and OPTICIANS.
 CHARTS and BOOKS.
 NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watches, awarded the highest Prize at every Exhibition; and for Volgländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.
 No. 8, Queen's Road Central. [734]

To be Let.

TO BROKERS AND OTHERS.
 THREE ROOMS TO BE LET in VICTORIA BUILDINGS, on Ground Floor, and with separate entrances, at \$45 a month each.
 Apply to
 ARTHUR B. RODYK,
 2, D'Aguiar Street.
 Hongkong, 27th August, 1889. [1065]

TO LET.
 THE TOP FLOOR of the premises in ICE HOUSE LANE belonging to the Hongkong Ice Co., Limited, suitable for Offices.—Possession on 1st October, next.
 Apply to the Manager at the Depot or to
 JARDINE, MATHESON & Co.,
 General Managers.
 Hongkong, 27th August, 1889. [1069]

TO LET.
 ROOMS in "COLLIER CHAMBERS."
 No. 9, SEYMOUR TERRACE.
 Apply to
 DAVID SASSOON, SONS & Co.
 Hongkong, 20th September, 1889. [113]

TO BE LET.
 THIRD FLOOR No. 4, Duddell Street, containing 4 large light and airy rooms, 2 small rooms, and 2 bathrooms. Gas and Water laid on.—Rent \$70 per month. Immediate possession.
 Apply to
 "B,"
 c/o Hongkong Telegraph Office.
 Hongkong, 11th July, 1889. [869]

TO LET.
 HOUSE No. 2, "SMITH'S VILLAS" Magazine Gap, a spacious five-roomed HOUSE, with basement and outhouse, excellent view. Expected to be ready 1st August next.
 Apply to
 F. BLACKHEAD & Co.
 Hongkong, 2nd July, 1889. [828]

TO LET,
 WITH IMMEDIATE POSSESSION.
 No. 4, QUEEN'S GARDENS, Rent \$90 and Taxes.
 Apply to
 G. C. ANDERSON,
 13, Praya Central.
 Hongkong, 4th June, 1889. [120]

TO LET.
 FROM 1st August, 1889, either